APPENDIX 1 – GLOSSARY OF TERMS

Term – Abbreviation	Definition
Above Mean Sea Level (AMSL)	Refers to the elevation (on the ground) or altitude (in the air) of any object, relative to the average sea level datum.
Advisory Circular (AC)	Guidelines published by the FAA that provide information for the public and industry. In some cases they outline acceptable means of compliance with Federal Aviation Regulations (FARs). In other cases, they provide general information. Advisory Circulars are not enforceable as are rules. However, since users sometimes face the choice of complying with an AC or spending months to get approval of a different means of complying, an AC frequently becomes mandatory for all practical purposes.
AGL	Above Ground Level
AIP	Airport Improvement Program
Air Cargo Air Service	The carriage by aircraft of only (1) property as a common carrier for compensation or hire, or (2) mail, or both.
Air Carrier	Air carrier means a person who undertakes directly by lease, or other arrangement, to engage in air transportation.
Air Carrier Operation	Operations by aircraft capable of carrying more than 60 passengers, as identified in Appendix 3 of FAA Order JO 7210.3, Facility Operation and Administration.
Air Navigation Aid	See Navigation Aid.
*Air Quality**	In 1998, FAA revised its policy on air quality modeling procedures and identified the Emissions and Dispersion Modeling System (EDMS) as the required model to perform air quality analyses for aviation sources. This revised policy ensures the consistency and quality of aviation analyses performed for the FAA.
Air Route Traffic Control Center (ARTCC)	Provides ATC service to aircraft operating on IFR flight plans within controlled airspace and principally during the en route phase of flight.
Air Taxi	An air taxi is a for-hire passenger or cargo aircraft which operates on an on-demand basis. In the United States, air taxi and air charter operations are governed by Part 135 of the Federal Aviation Regulations (FAR), unlike the larger scheduled air carriers which are governed by more stringent standards of FAR Part 121.

Term – Abbreviation	Definition
Air Taxi Operation	Aircraft operations by aircraft other than those classified as an air carrier operation which use three-letter company designators or the prefix "TANGO" or "Lifeguard."
Air Traffic	Air traffic means aircraft operating in the air or on an airport surface, exclusive of loading ramps and parking areas.
Air Traffic Control (ATC)	Air traffic control (ATC) is a service provided by ground-based controllers who direct aircraft on the ground and in the air. The primary purpose of ATC systems worldwide is to separate aircraft to prevent collisions, to organize and expedite the flow of traffic, and to provide information and other support for pilots when able.
Air Traffic Control Tower	A control tower, or more specifically an air traffic control tower, is the name of the airport building from which the air traffic control unit controls the movement of aircraft on and around the airport. Most of the world's airports are non-towered - only a small percentage of airports have enough traffic to justify a control tower.
Air Transportation	Air transportation means interstate, overseas, or foreign air transportation or the transportation of mail by aircraft.
Aircraft	Aircraft means a device that is used or intended to be used for flight in the air.
Aircraft Approach Category	A grouping of aircraft based on 1.3 times their stall speed in their landing configuration at the certificated maximum flap setting and maximum landing weight at standard atmospheric conditions. The categories are: • Category A: Speed less than 91 knots • Category B: Speed 91 knots or more but less than 121 knots. • Category C: Speed 121 knots or more but less than 141 knots. • Category D: Speed 141 knots or more but less than 166 knots. • Category E: Speed 166 knots or more.
Airplane	Airplane means an engine-driven fixed-wing aircraft heavier than air that is supported in flight by the dynamic reaction of the air against its wings.

Term – Abbreviation	Definition
Airplane Design Group (ADG)	A grouping of airplanes based on wingspan or tail height. Where an airplane is in two categories, the most demanding category should be used. The groups are as follows: · Group I: Up to but not including 49 feet wingspan or tail height up to but not including 20 feet · Group II: 49 feet up to but not including 79 feet wingspan · Group III: 79 feet up to but not including 118 feet wingspan or tail height from 30 up to but not including 45 feet · Group IV: 118 feet up to but not including 171 feet wingspan or tail height from 45 up to but not including 60 feet · Group V: 171 feet up to but not including 214 feet wingspan or tail height from 60 up to but not including 66 feet · Group VI: 214 feet up to but not including 262 feet wingspan
Airport Elevation	The highest point on an airport's usable runway expressed in feet above mean sea level (MSL).
Airport Improvement Program (AIP)	The Airport Improvement Program is a United States federal grant program that provides funds to airports to help improve safety and efficiency. Improvement projects relate to runways, taxiways, ramps, lighting, signage, weather stations, NAVAIDs, land acquisition, and some areas of planning. The program was established under the Airport and Airway Improvement Act of 1982.
Airport Layout Plan	An airport layout plan is a scaled drawing of existing and proposed land and facilities necessary for the operation and development of an airport. All airport carried out at a Federally obligated airport must be done in accordance with an FAA-approved ALP. The FAA-approved ALP, to the extent practicable, should conform to the FAA airport design standards existing at the time of its approval.

Term – Abbreviation	Definition
*Airport Noise**	When evaluating proposed airport projects, airport noise is often the most controversial environmental impact FAA examines. Airport development actions that change airport runway configurations, aircraft operations and/or movements, aircraft types using the airport, or aircraft flight characteristics may affect existing and future noise levels. FAA's noise analysis primarily focuses on how proposed airport actions would change the cumulative noise exposure of individuals to aircraft noise in areas surrounding the airport.
Airport Operations Count	The statistic maintained by the control tower. Basically, it is the number of arrivals and departures from the airport. Specifically, one airport operation count is taken for each land and takeoff, while two airport operation counts; i.e., one landing and one takeoff, are taken for each low approach below traffic pattern altitude, stop and go, or touch and go operation. Note: Airport operations are only recorded during the period the control tower is open. This is between the hours of 7 am and 10 pm daily at GON. See also Local Operation, Itinerant Operation, Air Carrier Operation, Air Taxi Operation, Military Operation, and Night Operation.
Airport Reference Code (ARC)	The ARC is a coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to operate at the airport. The airport reference code has two components relating to the airport design aircraft. The first component, depicted by a letter, is the aircraft approach category and relates to aircraft approach speed (operational characteristic). The second component depicted by a Roman numeral, is the airplane design group and relates to airplane wingspan or tail height (physical characteristics), whichever is the most restrictive. Generally, runways standards are related to aircraft approach speed, airplane wingspan, and designated or planned approach visibility minimums. Taxiway and taxilane standards are related to airplane design group.
Airport Reference Point (ARP)	The latitude and longitude of the approximate center of the airport.
Airside	The aircraft operational side of an airport, including runways, taxiways, aircraft aprons, and their supporting infrastructure.

Term – Abbreviation	Definition
Airspace	The world's navigable airspace is divided into three-dimensional segments, each of which is assigned to a specific class. Most nations adhere to the classification specified by the International Civil Aviation Organization (ICAO).
ALS	Approach Lighting System
AMPU	Airport Master Plan Update
AMSL	Above Mean Sea Level
Approach Control	A Terminal Radar Approach Control (or FAA TRACON in the United States) is an air traffic control facility usually located within the vicinity of a large airport. Typically, the TRACON controls aircraft within a 30-50 nautical mile radius of the airport between the surface of the earth and 18,000 feet. A TRACON is sometimes called Approach Control or Departure Control in radio transmissions. In The U.S. Air Force it is known as RAPCON (Radar Approach Control), and in the U.S. Navy as a "RATCF" (Radar Air Traffic Control Facility).
Approach Lighting System (ALS)	An approach lighting system, or ALS, is a lighting system installed on the approach end of an airport runway and consists of a series of light bars, strobe lights, or a combination of the two that extends outward from the runway end. ALS usually serves a runway that has an instrument approach procedure (IAP) associated with it and allows the pilot to visually identify the runway environment once he or she has arrived at a prescribed point on an approach.
Approach Lights	See Approach Lighting System

Term – Abbreviation	Definition
Approach Minimum	Pilots may not operate an aircraft at any airport below the authorized MDA or continue an approach below the authorized DA/DH unless: 1. The aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal descent rate using normal maneuvers; 2. The flight visibility is not less than that prescribed for the approach procedure being used; and 3. At least one of the following visual references for the intended runway is visible and identifiable to the pilot: · Approach light system · Threshold · Threshold markings · Threshold lights · Runway end identifier lights (REIL) · Visual approach slope indicator (VASI) · Touchdown zone or touchdown zone markings · Touchdown zone lights · Runway or runway markings · Runway lights
Approach Procedure	See Instrument Approach Procedure
Apron	The airport or apron or ramp is part of an airport. It is usually the area where aircraft are parked, unloaded or loaded, refueled or boarded. Although the use of the apron is covered by regulations, such as lighting on vehicles, it is typically more accessible to users than the runway or taxiway. However, the apron is not usually open to the general public and a license may be required to gain access.
Area Navigation (RNAV)	Area navigation (RNAV) is a method of navigation that permits aircraft operations on any desired flight path.
ARFF	Airport Rescue and Fire Fighting
ARP	Airport Reference Point

Term – Abbreviation	Definition
ARTCC	Air Route Traffic Control Center
ASOS	Automatic Surface Observation System
ATC	Air Traffic Control
ATCT	Air Traffic Control Tower
Automatic Surface Observation System (ASOS)	Automated weather reporting systems consisting of various sensors, a processor, a computer-generated voice subsystem, and a transmitter to broadcast weather data. Note: ASOS and AWOS are the same basic systems, just developed for different Federal agencies.
AWOS	Automatic Weather Observation System
Based Aircraft	An aircraft that is "operational & air worthy"; one that is typically based at a given facility for a majority of the year.
*Biotic Communities**	For purposes of this Appendix, the term "biotic communities" means various types of flora (plants) and fauna (fish, birds, reptiles, amphibians, marine mammals, coral reefs, etc.) in a particular area. The term also means rivers, lakes, wetlands, forests, upland communities, and other habitat types supporting flora and aquatic and avian fauna.
Building Restriction Line (BRL)	A line that identifies suitable building area locations on airports. The line represents an arbitrary elevation, selected by the planner. Thus, objects may be inside the line (closer to the runway) and still permitted, if they do not exceed.
C&D Plans	State Conservation and Development Policy Plans
CAA	Connecticut Airport Authority
Category	As used with respect to the certification of aircraft, means a grouping of aircraft based upon intended use or operating limitations. Examples include: transport, normal, utility, acrobatic, limited, restricted, and provisional.
Category I Minimums	A precision instrument approach and landing with a decision height not lower than 200 feet above touchdown zone elevation and with a visibility not less than 1/2 mile. Other Categories include II, III, IIIA, IIIB, and IIIC, with progressively lower decision height and visibility minimums, ranging from less than 200 feet and ¼ mile to zero feet and visibility for a Category IIIC approach.

Term – Abbreviation	Definition
CFR	Code of Federal Regulations
Charter Air Carrier	An air carrier holding a certificate of public convenience and necessity authorizing it to engage in charter air transportation.
Charter Air Transportation	Charter trips, including inclusive for charter trips, in air transportation, rendered pursuant to authority conferred under the Federal Aviation Act of 1958.
Circling Approach	A maneuver initiated by the pilot to align the aircraft with a runway for landing when a straight in landing from an instrument approach is not possible or is not desirable.
Civil Aircraft	Civil aircraft means aircraft other than public aircraft.
Class	As used with respect to the certification of aircraft, means a broad grouping of aircraft having similar characteristics of propulsion, flight, or landing. Examples include: airplane, rotorcraft, glider, balloon, landplane, and seaplane.
Class A Airspace	Airspace from 18,000 feet MSL up to and including flight level 600, including the airspace overlying the waters within 12 NM of the coast of the 48 contiguous states and Alaska; and designated international airspace beyond 12 NM of the coast of the 48 contiguous states and Alaska within areas of domestic radio navigational signal or ATC radar coverage, and within which domestic procedures are applied.
Class B Airspace	Airspace from the surface to 10,000 feet MSL surrounding the nation's busiest airports in terms of IFR operations or passenger numbers. The configuration of each Class B airspace is individually tailored and consists of a surface area and two or more layers, and is designed to contain all published instrument procedures once an aircraft enters the airspace. For all aircraft, an ATC clearance is required to operate in the area, and aircraft so cleared receive separation services within the airspace.

Term – Abbreviation	Definition
Class C Airspace	Airspace from the surface to 4,000 feet above the airport elevation (charted in MSL) surrounding those airports having an operational control tower, serviced by radar approach control, and having a certain number of IFR operations or passenger numbers. Although the configuration of each Class C airspace area is individually tailored, the airspace usually consists of a 5 NM radius core surface area that extends from the surface up to 4,000 feet above the airport elevation, and a 10 NM radius shelf area that extends from 1,200 feet to 4,000 feet above the airport elevation.
Class D Airspace	Airspace from the surface to 2,500 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower. The configuration of each Class D airspace area is individually tailored, and when instrument procedures are published, the airspace is normally designed to contain the procedures.
Class E Airspace	Airspace that is not Class A, Class B, Class C, or Class D, and is controlled airspace.
Class G Airspace	Airspace that is uncontrolled, except when associated with a temporary control tower, and has not been designated as Class A, Class B, Class C, Class D, or Class E airspace.
*Coastal Barriers**	Barrier islands are geologically unstable formations and cannot support development. Yet, they protect the mainland by buffering storm or hurricane-driven winds or waves. As a result, these islands protect fish, wildlife, human life, and property along coasts and shorelines.
*Coastal Zone Management Program**	In accordance with Coastal Zone Management Act regulations, a letter of concurrence with federal consistency requirements (15 CFR Part 930) or a waiver is required for activities using federal funds in a municipality located within the coastal zone.
Code of Federal Regulations (CFR)	The Code of Federal Regulations (CFR) is the codification of the general and permanent rules and regulations (sometimes called administrative law) published in the Federal Register by the executive departments and agencies of the Federal Government of the United States. The CFR is published by the Office of the Federal Register, an agency of the National Archives and Records Administration.

Term – Abbreviation	Definition
Commercial Operator (or operation)	Commercial operator means a person who, for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, other than as an air carrier or foreign air carrier or under the authority of Part 375 of this title. Where it is doubtful that an operation is for ''compensation or hire'', the test applied is whether the carriage by air is merely incidental to the person's other business or is, in itself, a major enterprise for profit.
Commercial Service Airport	Commercial service airports are defined as public airports receiving scheduled passenger service and having 2,500 or more enplaned passengers per year. There are 517 commercial service airports. Of these, 382 have more than 10,000 annual passenger enplanements (also referred to as boardings) and are classified as primary airports. Primary airports are grouped into four categories: large, medium, and small hubs, and non-hub airports. The FAA uses the term "hub" to identify very busy commercial service airports.
Common Traffic Advisory Frequency (CTAF)	Common Traffic Advisory Frequency (CTAF) is the name given to the VHF radio frequency used for air-to-air communication at U.S., non-towered airports. Many towered airports close their towers overnight, but keeping the airport open during periods when activity is very low. Pilots use the common frequency to coordinate their arrivals and departures safely, giving position reports and acknowledging other aircraft in the airfield traffic pattern. In many locations, smaller airports use pilot-controlled lighting systems when it is uneconomical or inconvenient to have automated systems or staff to turn on the taxiway and runway lights. Two common CTAF allocations are UNICOM, a licensed non-government base station that provides air-to-ground communications (and vice versa) and may also serve as a CTAF when in operation, and MULTICOM, a frequency allocation (without a physical base station) that is reserved as a CTAF for airports without other facilities.
Commuter Aircraft	A small aircraft designed to fly between 35 and 100 passengers from point to point on short-haul flights. These classes of airliners are typically flown by the regional airline divisions of the larger international airlines. The regional jet (RJ) aircraft of the same class that has become the aircraft of choice for most domestic operations.

Term – Abbreviation	Definition
*Compatible Land Use**	The compatibility of existing and planned land uses in the vicinity of an airport is usually associated with the extent of potential aircraft-noise impacts from the airport, as well as safety concerns with the land under airport imaginary surfaces. Most land uses occurring adjacent to and within the bounds of airport property involve aviation and commercial activities and are considered compatible with airport operations. Rural residential, agricultural and industrial (landfill) development comprise the principal land uses adjacent to airport property. Rural residential and agricultural land uses are typically regarded as compatible with standard general aviation operations.
*Construction Impacts**	Airport construction may cause various environmental effects primarily due to dust, aircraft and heavy equipment emissions, storm water runoff containing sediment and/or spilled or leaking petroleum products and noise. In most cases, these effects are subject to Federal, State, or local ordinances or regulations. While the long-term impacts of the proposed action are usually greater than construction impacts, sometimes construction may also cause significant short-term impacts. Descriptions of the many construction impacts associated with airport actions are often covered in the descriptions of other environmental impact categories.
Controlled Airspace	Airspace of defined dimensions within which ATC service is provided to IFR and VFR flights in accordance with the airspace classification. It includes Class A, Class B, Class C, Class D, and Class E airspace.
Critical Design Airplane	The airplane (or family grouping of airplanes) with the longest wingspan and fastest approach speed that conducts at least 500 or more annual itinerant operations at the airport.
CSASP	Connecticut Statewide Aviation System Plan
CTAF	Common Traffic Advisory Frequency
CTDEEP	Connecticut Department of Energy and Environmental Protection
CTDOT	Connecticut Department of Transportation
DA	Decision Altitude

Term – Abbreviation	Definition
Day Operation	Aircraft operation occurring between the hours of 7 am and 10 pm (for the purpose of INM noise study)
Decision Altitude (DA)	A specified altitude in the precision approach, charted in feet MSL, at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.
Decision Height (DH)	A specified altitude in the precision approach, charted in height above threshold elevation, at which a decision must be made either to continue the approach or to execute a missed approach.
Declared Distances	The distances the airport owner declares available for the airplane's takeoff run, takeoff distance, accelerate-stop distance, and landing distance requirements. The distances are: · Takeoff run available (TORA). The runway length declared available and suitable for the ground run of an airplane taking off; · Takeoff distance available (TODA). The TORA plus the length of any remaining runway or clearway (CWY) beyond the far end of the TORA; · Accelerate-stop distance available (ASDA). The runway plus stopway (SWY) length declared available and suitable for the acceleration and deceleration of an airplane aborting a takeoff; and · Landing distance available (LDA). The runway length declared available and suitable for a landing airplane.
Departure Procedure	Preplanned IFR ATC departure, published for pilot use, in textual and graphic format.
Deplanement	A person getting off of an aircraft at an airport. See also enplanement.
Design Aircraft/Airplane	See Critical Design Airplane
Differential Global Positioning System (DGPS)	A system that improves the accuracy of Global Navigation Satellite Systems (GNSS) by measuring changes in variables to provide satellite positioning corrections.
Displaced Threshold	A threshold that is located at a point on the runway other than the designated beginning of the runway.

Term – Abbreviation	Definition
Distance Measuring Equipment (DME)	Distance Measuring Equipment (DME) is a radio navigation technology that measures distance by timing the propagation delay of VHF or UHF radio signals. Aircraft use DME to determine their distance from a land-based transponder by sending and receiving pulse pairs - two pulses of fixed duration and separation. The ground stations are typically collocated with VORs. DME in an aircraft shows the pilot, by an instrument-panel indication, the number of nautical miles between the aircraft and a ground station or waypoint.
DME	Distance Measuring Equipment
EMAS	Engineered Material Arresting System
Engineered Material Arresting System (EMAS)	An Engineered materials arrestor system or Engineered materials arresting system (EMAS) is a bed of lightweight, crushable concrete built at the end of a runway. The purpose of an EMAS is to stop an aircraft overrun with no human injury and minimal aircraft damage (usually none). The aircraft is slowed by the loss of energy required to crush the concrete blocks. An EMAS is similar in concept to the runaway truck ramp made of gravel. It is intended to stop aircraft that have overshot a runway when there is an insufficient free space for a standard runway safety area (RSA).
Enhanced Traffic Management Systems Count (ETMSC)	Enhanced Traffic Management System Counts (ETMSC) are flight counts designed to provide information on traffic counts by airport or by city pair for various data groupings such as aircraft type or by hour of the day (City Pair).
Enplanement	When a passenger boards an aircraft at an airport. Industry standards typically identify enplanements as the measure of activity at an airport. See also deplanement. Note: For the purposes of airport classifications under NPIAS, an enplanement refers to a passenger boarding an aircraft for commercial or for hire purposes.
ETMSC	Enhanced Traffic Management Systems Count
FAF	Final Approach Fix
FAR	Federal Aviation Regulation

Term – Abbreviation	Definition
FAR Part 121	FAR Part 121, Operating Requirements: Domestic, Flag, and Supplemental Operations. Among other applications, this part prescribes rules governing the domestic, flag, and supplemental operations of each person who holds or is required to hold an Air Carrier Certificate or Operating Certificate under FAR part 119.
FAR Part 135	Part 135, Operating Requirements: Commuter and On Demand Operations. Among other applications, this part prescribes rules governing the commuter or on-demand operations of each person who holds or is required to hold an Air Carrier Certificate or Operating Certificate under part 119 of this chapter.
FAR Part 77	Part 77, Objects Affecting Navigable Airspace. This part: Establishes standards for determining obstructions in navigable airspace; Sets forth the requirements for notice to the Administrator of certain proposed construction or alteration; Provides for aeronautical studies of obstructions to air navigation, to determine their effect on the safe and efficient use of airspace; Provides for public hearings on the hazardous effect of proposed construction or alteration on air navigation; and Provides for establishing antenna farm areas.
FAR Part 91	FAR Part 91, General Operating and Flight Rules. Among other applications, this part prescribes rules governing the operation of aircraft (other than moored balloons, kites, unmanned rockets, and unmanned free balloons.
*Farmland**	Important farmlands include all pasturelands, croplands, and forests (even if zoned for development) considered to be prime, unique, or statewide or locally important lands.
FBO	Fixed Base Operator or Operation
Federal Aviation Regulation (FAR)	The FAR are published in Chapter 1 of Title 14 of the CFR.
Final Approach	Part of an instrument approach procedure in which alignment and descent for landing are accomplished.
Final Approach Fix (FAF)	The fix from which the IFR final approach to an airport is executed, and which identifies the beginning of the final approach segment. An FAF is designated on government charts by a Maltese cross symbol for nonprecision approaches, and a lightning bolt symbol for precision approaches.

Term – Abbreviation	Definition
Fixed Base Operator (FBO)	In the aviation industry, a fixed base operator (also known as fixed base of operation), or FBO, is a service center at an airport that may be a private enterprise or may be a department of the municipality that the airport serves. At a minimum, most FBOs offer aircraft fuel, oil, and parking, along with access to washrooms and telephones. Some FBOs offer additional aircraft services such as hangar (indoor) storage, maintenance, aircraft charter or rental, flight training, deicing, and ground services such as towing and baggage handling. FBOs may also offer services not directly related to the aircraft, such as rental cars, lounges, and hotel reservations.
Fixed by Function Navigation Aid	An air navigation aid (NAVAID) that must be positioned in a particular location in order to provide an essential benefit for civil aviation is fixed by function. An example is a runway light, which must by its nature by located along the edge of the runway.
Fixed Wing Aircraft	A fixed-wing aircraft is a heavier-than-air craft whose lift is generated not by wing motion relative to the aircraft, but by forward motion through the air. The term is used to distinguish from rotary-wing aircraft (rotorcraft), where the movement of the wing surfaces relative to the aircraft generates lift.
Fleet Mix	Breakout of aircraft categories (single engine, multiengine, etc.).
Flight Level (FL)	A measure of altitude (in hundreds of feet) used by aircraft flying above 18,000 feet with the altimeter set at 29.92" Hg.
Flight Maneuvers	Basic maneuvers, flown by reference to the instruments rather than outside visual cues, for the purpose of practicing basic attitude flying. The patterns simulate maneuvers encountered on instrument flights such as holding patterns, procedure turns, and approaches.
Flight Path	The line, course, or track along which an aircraft is flying or is intended to be flown.
Flight Service Station (FSS)	A flight service station (FSS) is an air traffic facility that provides information and services to aircraft pilots before, during, and after flights, but unlike air traffic control, is not responsible for giving instructions or clearances or providing separation. The people who communicate with pilots from an FSS are referred to as specialists rather than controllers, although in the U.S., FSS specialists' official job title is air traffic control specialist - station.

Term – Abbreviation	Definition
Flight Strips	Paper strips containing instrument flight information, used by ATC when processing flight plans.
*Floodplains**	To meet Executive Order 11988, Floodplains, and the U.S. Department of Transportation (DOT) Order 5650.2, Floodplain Management and Protection, all airport development actions must avoid the floodplain, if a practicable alternative exists. If no practicable alternative exists, actions in a floodplain must be designed to minimize adverse impact to the floodplain's natural and beneficial values. The design must also minimize the potential risks for flood-related property loss and impacts on human safety, health, and welfare.
Frangible Navigation Aid	A navigational aid (NAVAID) which retains its structural integrity and stiffness up to a designated maximum load, but on impact from a greater load, breaks, distorts, or yields in such a manner as to present the minimum hazard to aircraft. The term NAVAID includes electrical and visual air navigational aids, lights, signs, and associated supporting equipment.
FSS	Flight Service Station
GA	General Aviation
GDP	Gross Domestic Product
General Aviation	General aviation refers to all flights other than military and scheduled airline flights, both private and commercial. General aviation flights range from gliders and powered parachutes to large, non-scheduled cargo jet flights. As a result, the majority of the world's air traffic falls into this category, and most of the world's airports serve general aviation exclusively.

Term – Abbreviation	Definition
General Aviation Airport	Communities that do not receive scheduled commercial service or that do not meet the criteria for classification as a commercial service airport may be included in the NPIAS as sites for general aviation airports if they account for enough activity (usually at least 10 locally based aircraft) and are at least 20 miles from the nearest NPIAS airport. The activity criterion may be relaxed for remote locations or in other mitigating circumstances. The 2,574 general aviation airports in the NPIAS tend to be distributed on a one-per-county basis in rural areas and are often located near the county seat. These airports, with an average of 33 based aircraft, account for 40 percent of the nation's general aviation fleet. They are the most convenient source of air transportation for about 19 percent of the population and are particularly important to rural areas.
General Aviation Operation	Civil aircraft operations not classified as air carrier or air taxi.
Geographic Information System (GIS)	A geographic information system (GIS), also known as a geographical information system, is an information system for capturing, storing, analyzing, managing and presenting data which is spatially referenced (linked to location). In the strictest sense, it is any information system capable of integrating, storing, editing, analyzing, sharing, and displaying geographically referenced information. In a more generic sense, GIS applications are tools that allow users to create interactive queries (user created searches), analyze spatial information, edit data, maps, and present the results of all these operations.
GIS	Geographic Information System
Glideslope (GS)	Part of the ILS that projects a radio beam upward at an angle of approximately 3° from the approach end of an instrument runway. The glideslope provides vertical guidance to aircraft on the final approach course for the aircraft to follow when making an ILS approach along the localizer path.
Global Navigation Satellite Systems (GNSS)	Satellite navigation systems that provide autonomous geo-spatial positioning with global coverage. It allows small electronic receivers to determine their location (longitude, latitude, and altitude) to within a few meters using time signals transmitted along a line of sight by radio from satellites.

Term – Abbreviation	Definition
Global Positioning System	A space-based radio-navigation system consisting of a constellation of satellites and a network of ground stations used for monitoring and control. A minimum of 24 GPS satellites orbit the Earth at an altitude of approximately 11,000 miles providing users with accurate information on position, velocity, and time anywhere in the world and in all weather conditions.
Global Positioning System (GPS)	Navigation system that uses satellite rather than ground-based transmitters for location information.
GON	FAA identifier for Groton-New London Airport (see also KGON)
GPA	Glidepath Angle
GPS	Glidepath Qualification Surface
GPS	Global Positioning System
Gross Domestic Product (GDP)	The gross domestic product (GDP) or gross domestic income (GDI) is one of the measures of national income and output for a given country's economy. GDP is defined as the total market value of all final goods and services produced within the country in a given period of time (usually a calendar year). It is also considered the sum of value added at every stage of production (the intermediate stages) of all final goods and services produced within a country in a given period of time, and it is given a money value.
GS	Glideslope
Gyrodyne	Gyrodyne means a rotorcraft whose rotors are normally engine-driven for takeoff, hovering, and landing, and for forward flight through part of its speed range, and whose means of propulsion, consisting usually of conventional propellers, is independent of the rotor system.
Gyroplane	Gyroplane means a rotorcraft whose rotors are not engine-driven, except for initial starting, but are made to rotate by action of the air when the rotorcraft is moving; and whose means of propulsion, consisting usually of conventional propellers, is independent of the rotor system.
HATH	Height Above Threshold

Term – Abbreviation	Definition
Hazard to Air Navigation	An object which, as a result of an aeronautical study under 14 CFR part 77, the FAA determines will have a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft, operation of air navigation facilities, or existing or potential airport capacity.
Helicopter	See Rotorcraft
HIRL	High Intensity Runway Lights. See Runway Edge Lights.
Holding	A predetermined maneuver that keeps aircraft within a specified airspace while awaiting further clearance from ATC.
IAP	Instrument Approach Procedure
IFR	Instrument Flight Rules
ILS	Instrument Landing System
ILS Approach	A precision instrument approach utilizing the ILS.
IMC	Instrument Meteorological Conditions
*Induced Socioeconomic Impacts**	Induced socio-economic impacts are those typically associated with large airport developments that cause secondary impacts to surrounding communities. Such impacts include shifts in patterns of population movement and growth, increases in public-service demands, and changes in business and economic activity to the extent influenced by airport development and operation.
Initial Approach Fix (IAF)	The fix depicted on IAP charts where the instrument approach procedure (IAP) begins unless otherwise authorized by ATC.
INM	Integrated Noise Model

Term – Abbreviation	Definition
Instrument Approach	A set of regulations and procedures for flying aircraft whereby navigation and obstacle clearance is maintained with reference to aircraft instruments only, while separation from other aircraft is provided by Air Traffic Control. In layman's terms, a pilot who is rated for IFR can keep a plane in controlled flight solely on the data provided by his instruments, even if that pilot cannot see anything out the cockpit windows; one of the benefits of these regulations is the ability to fly through clouds, which is otherwise not allowed. IFR is an alternative to visual flight rules (VFR), where the pilot is ultimately responsible for navigation, obstacle clearance and traffic separation using the see-and-avoid concept. The vast majority of commercial traffic (any flight for hire) and all scheduled air carriers operate exclusively under IFR (even on clear days). Commercial aircraft providing sightseeing flights, aerial photography, or lift services for parachute jumping usually operate under VFR.
Instrument Approach Procedure (IAP)	A series of predetermined maneuvers for the orderly transfer of an aircraft under IFR from the beginning of the initial approach to a landing or to a point from which a landing may be made visually.
Instrument Flight Rules (IFR)	Rules and regulations established by the Federal Aviation Administration to govern flight under conditions in which flight by outside visual reference is not safe. IFR flight depends upon flying by reference to instruments in the flight deck, and navigation is accomplished by reference to electronic signals.
Instrument Landing System (ILS)	A ground-based instrument approach system which provides precision guidance to an aircraft approaching a runway, using a combination of radio signals and, in many cases, high-intensity lighting arrays to enable a safe landing during Instrument meteorological conditions (IMC), such as low ceilings or reduced visibility due to fog, rain, or blowing snow. The two principal components of the ILS are the localizer and glideslope.
Instrument Meteorological Conditions (IMC)	Meteorological conditions expressed in terms of visibility, distance from clouds, and ceiling less than the minimums specified for visual meteorological conditions, requiring operations to be conducted under IFR.
Instrument Takeoff	Using the instruments rather than outside visual cues to maintain runway heading and execute a safe takeoff.

Term – Abbreviation	Definition
Integrated Noise Model (INM)	The Integrated Noise Model (INM) is a computer model that evaluates aircraft noise impacts in the vicinity of airports.
Intermediate-Term	The sixth through tenth year of an airport planning period.
Itinerant Operation	Operations not classified as "local" operations. See local operation.
Jet Aircraft	An aircraft propelled by jet engines.
KGON	International identifier for Groton-New London Airport (see also GON)
KIAS	Knots indicated airspeed
Landside	The part of the airport exclusive of aircraft operating areas (runways, taxiways, aircraft aprons/ramps). Landside includes the terminal building, hangars, other buildings and structures not on the airport's airside, automobile parking areas, access roads, etc.
Large Aircraft	Large aircraft means aircraft of more than 12,500 pounds, maximum certificated takeoff weight.
*Light Emissions**	Airport-related lighting facilities and activities could visually affect surrounding residents and other nearby light-sensitive areas such as homes, parks or recreational areas.
LIRL	Low Intensity Runway Lights. See Runway Edge Lights.
LNAV	Localizer Performance with Vertical
Local Area Augmentation System (LAAS)	A differential global positioning system (DGPS) that improves the accuracy of the system by determining position error from the GPS satellites, then transmitting the error, or corrective factors, to the airborne GPS receiver.
Local Operation	Aircraft operations remaining in the local traffic pattern, simulated instrument approaches at the airport, including military and civil operations, and operations to or from the airport and a practice area within a 20-mile radius of the tower.
Localizer (LOC)	The portion of an ILS that gives left/right guidance information down the centerline of the instrument runway for final approach.
Localizer Approach	A non-precision instrument approach procedure using only localizer component of the ILS.
Long-Term	The eleventh through twentieth year of an airport planning period

Term – Abbreviation	Definition
LP	Localizer Performance
LPV	Localizer Performance with Vertical Navigation
Marker Beacon	A low-powered transmitter that directs its signal upward in a small, fan-shaped pattern. Used along the flight path when approaching an airport for landing, marker beacons indicate both aurally and visually when the aircraft is directly over the facility.
Mean Sea Level (MSL)	The height of the sea surface midway between its average high and low water positions
Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR)	Medium-intensity approach light system with Runway Alignment Indicator Lights. See also Approach Lighting System.
MGTOW	Maximum Gross Takeoff Weight
Military Operation	Aircraft operations by all classes of military aircraft.
Minimum Altitude	An altitude depicted on an instrument approach chart with the altitude value underscored. Aircraft are required to maintain altitude at or above the depicted value.
Minimum descent altitude (MDA)	The lowest altitude (in feet MSL) to which descent is authorized on final approach, or during circle-to-land maneuvering in execution of a nonprecision approach.
MIRL	Medium Intensity Runway Lights. See Runway Edge Lights.
Missed Approach Point (MAP)	A point prescribed in each instrument approach at which a missed approach procedure shall be executed if the required visual reference has not been established.
Modification to Standards	Means any change to FAA design standards other than dimensional standards for runway safety areas. Unique local conditions may require modification to airport design standards for a specific airport. A modification to an airport design standard related to new construction, reconstruction, expansion, or upgrade on an airport that received Federal aid requires FAA approval.

Term – Abbreviation	Definition
Movement Area	The maneuvering area, maneuvering area, or movement area is the part of the airport used by aircraft for landing and takeoff that does not include the airport ramp. The rest of the airport is considered the non-movement area. Movement Areas are defined areas on the airport or airfield which are controlled by the control tower, e.g. permission must be obtained to access these areas.
MSL	Mean Sea Level
National Airspace System (NAS)	The common network of United States airspace—air navigation facilities, equipment and services, airports or landing areas; aeronautical charts, information and services; rules, regulations and procedures, technical information; and manpower and material.
National Plan of Integrated Airport Systems (NPIAS)	The National Plan of Integrated Airport Systems (NPIAS) is an inventory of U.S. aviation infrastructure assets. It is developed and maintained by the Federal Aviation Administration (FAA). Its purposes are to identify all the airports in the U.S. that are considered significant components of the national aviation infrastructure network; to qualify the current state of development, technology, and repair at each of these airports; and to estimate the funding needed to bring each airport up to current standards of design, technology, and capacity. Airports in the NPIAS are eligible for Federal grants from the Airport Improvement Program.
*Natural Resources and Energy Supply**	Airport development actions have the potential to change energy requirements or use consumable natural resources. To comply with the Council on Environmental Quality (CEQ) regulations mentioned in Section 2 of this chapter, Federal Aviation Administration (FAA) environmental documents must evaluate potential impacts on supplies of energy and natural resources needed to build and maintain airports.
NAVAID	Navigation Aid
Navigation Aid (NAVAID)	A navigational aid (also known as aid to navigation or navaid) is any sort of marker which aids the traveler in navigation; the term is most commonly used to refer to nautical or aviation travel. Includes electrical and visual air navigational aids, lights, signs, and associated supporting equipment.

Term – Abbreviation	Definition
Night	Night means the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time.
Night Operation	For the purposes of noise analysis, a night operation occurs during the period between 10 pm and 7 am. See also Airport Operation.
NM	Nautical Mile
No Procedure Turn (NoPT)	Term used with the appropriate course and altitude to denote that the procedure turn is not required.
Non-Hub Primary Airport	Commercial service airports that enplane less than 0.05 percent of all commercial passenger enplanements, but which have more than 10,000 annual enplanements are categorized as non-hub primary airports.
Non-Movement Area	See Movement Area
Nonprecision Approach	Nonprecision approach procedure means a standard instrument approach procedure in which no electronic glide slope is provided.
Non-Primary Commercial Service Airport	Commercial service airports that have from 2,500 to 10,000 annual passenger enplanements are categorized as non-primary commercial service airports. There are 135 of these airports in the NPIAS, and they account for 0.1 percent of all enplanements. These airports are used mainly by general aviation and have an average of 38 based aircraft.
NPIAS	National Plan of Integrated Airport Systems
Object	Includes, but is not limited to above ground structures, NAVAIDs, people, equipment, vehicles, natural growth, terrain, and parked aircraft.
Object Free Area (OFA)	An area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.
Obstacle Clearance Surface (OCS)	An inclined obstacle evaluation surface associated with a glidepath (glideslope).

Term – Abbreviation	Definition
Obstacle Free Zone (OFZ)	The OFZ is the airspace below 150 feet above the established airport elevation and along the runway and extended runway centerline that is required to be clear of all objects, except for frangible visual NAVAIDs that need to be located in the OFZ because of their function, in order to provide clearance protection for aircraft landing or taking off from the runway, and for missed approaches. The OFZ is sub-divided as follows: Runway OFZ. The airspace above a surface centered on the runway centerline. Inner-approach OFZ. The airspace above a surface centered on the extended runway centerline. It applies to runways with an approach lighting system. Inner-transitional OFZ. The airspace above the surfaces located on the outer edges of the runway OFZ and the inner-approach OFZ. It applies to runways with approach visibility minimums lower than 3/4-statute mile.
Obstruction to Air Navigation	An object of greater height than any of the heights or surfaces presented in Subpart C of Code of Federal Regulation (14 CFR), Part 77. (Obstructions to air navigation are presumed to be hazards to air navigation until an FAA study has determined otherwise.)
OCS	Obstacle Clearance Surface
OIS	Obstacle Identification Surface
Operation	A takeoff or landing of an aircraft.
PAPI	Precision Approach Path Indicator
PCL	Pilot Controlled Lighting
PFAF	Precision Final Approach Fix
Pilot Controlled Lighting (PCL)	Pilot Controlled Lighting (PCL), also known as Aircraft Radio Control of Aerodrome Lighting (ARCAL) or Pilot Activated Lighting (PAL), is a system which allows aircraft pilots to control the lighting of an airport or airfield's approach lights, runway edge lights, and taxiways via radio. PCL systems are most common at non-towered or little-used airfields where it is neither economical to light the runways all night, nor to provide staff to turn the runway lighting on and off. PCL enables pilots to control the lighting only when required, saving electricity and reducing light pollution.
Piston Aircraft	An aircraft powered by one or more piston engines (regardless of fuel type).

Term – Abbreviation	Definition
Plan View	The overhead view of an approach procedure on an instrument approach chart. The plan view depicts the routes that guide the pilot from the en route segments to the IAF.
Precision Approach	Approaches are classified as either precision or nonprecision, depending on the accuracy and capabilities of the navigational aids (navaids) used. Precision approaches utilize both lateral (localizer) and vertical (glideslope) information. Nonprecision approaches provide lateral course information only.
Precision Approach Category I (CAT I) Runway	A runway with an instrument approach procedure which provides for approaches to a decision height (DH) of not less than 200 feet and visibility of not less than 1/2 mile or Runway Visual Range (RVR) 2400 (RVR 1800 with operative touchdown zone and runway centerline lights).
Precision Approach Category II (CAT II) Runway	A runway with an instrument approach procedure which provides for approaches to a minima less than CAT I to as low as a decision height (DH) of not less than 100 feet and RVR of not less than RVR 1200.
Precision Approach Category III (CAT III) Runway	A runway with an instrument approach procedure that provides for approaches to minima less than CAT II.
Precision Approach Path Indicator (PAPI)	The precision approach path indicator (PAPI) uses light units similar to the VASI but is installed in a single row of either two or four light units. These systems have an effective visual range of about 5 miles during the day and up to 20 miles at night. The row of light units is normally installed on the left side of the runway and the glide path indications are as depicted. Each box of lights is equipped with an optical apparatus that splits light output into two segments, red and white. Depending on the angle of approach, the lights will appear either red or white to the pilot. Ideally the total of lights will change from white to half red, moving in succession from right to left side. The pilot will have reached the normal glidepath (usually 3 degrees) when there is an even split in red and white lights. If an aircraft is beneath the glidepath, red lights will outnumber white; if an aircraft is above the glidepath, more white lights are visible.

Term – Abbreviation	Definition
Precision Approach Procedure	Precision approach procedure means a standard instrument approach procedure in which an electronic glide slope is provided, such as ILS and PAR.
Procedure Turn	A maneuver prescribed when it is necessary to reverse direction to establish an aircraft on the intermediate approach segment or final approach course.
Profile View	Side view of an IAP chart illustrating the vertical approach path altitudes, headings, distances, and fixes.
Public Aircraft	An aircraft operated by or on behalf of the United States Government, a State, the District of Columbia, a territory or possession of the United States, or a political subdivision of one of these governments, but only when operated under the conditions specified by 49 USC 40125(b), 40125(c), or 40125(d).
Ramp	See Apron
RCO	Remote Communications Outlet
Regional Jet (RJ)	The term Regional jet, or RJ, describes a range of short-haul turbofan powered aircraft, whose use throughout the world expanded after the advent of Airline Deregulation in the United States in 1978.
REIL	Runway End Identifier Lights
Reliever Airport	High capacity general aviation airports in major metropolitan areas. These specialized airports provide pilots with attractive alternatives to using congested commercial service hub airports. They also provide general aviation access to the surrounding area. To be eligible for reliever designation, these airports must have 100 or more based aircraft or 25,000 annual itinerant operations.
Remote Communications Outlet (RCO)	Remote Communications Outlets (RCO) are remote aviation band radio transceivers, established to extend to communication capabilities of Flight Service Stations (FSS).
RJ	Regional Jet
RNAV	Area Navigation
ROC	Required Obstacle Clearance
ROFA	Runway Object Free Area

Term – Abbreviation	Definition
Rotating Beacon	A rotating beacon is a light system used to assist pilots in finding an airport, particularly those flying in IMC or VFR at night. Additionally, the rotating beacon provides information about the type of airport through the use of a particular set of color filters. Beacons for civil land airports emit a white and green light that appears as a flash.
Rotorcraft	A rotorcraft is a heavier-than-air flying machine that uses lift generated by wings that revolve around a mast called rotor blades. Several rotor blades mounted to a single mast is referred to as a rotor. Rotorcraft may also include the use of static lifting surfaces, but the primary distinguishing feature being lift provided by one or more rotors. Rotorcraft includes helicopters, autogyros, gyrodynes and tiltrotors. The Federal Aviation Administration places helicopters, autogyros (which it calls gyroplanes), and gyrodynes in the category Rotorcraft, and tiltrotors in the category Powered lift.
RPZ	Runway Protection Zone
RSA	Runway Safety Area
Runway	A runway is a strip of land on an airport, on which aircraft can take off and land. Runways may be a man-made surface (often asphalt, concrete, or a mixture of both) or a natural surface (grass, dirt, or gravel).
Runway Blast Pad	A surface adjacent to the ends of runways provided to reduce the erosive effect of jet blast and propeller wash.

Term – Abbreviation	Definition
Runway Edge Lights	Runway Edge Lights are used to outline the edges of runways during periods of darkness or restricted visibility conditions. These light systems are classified according to the intensity they are capable of producing: High Intensity Runway Lights (HIRL) Medium Intensity Runway Lights (MIRL) Low Intensity Runway Lights (LIRL) The HIRL and MIRL systems have variable intensity controls, whereas the LIRLs normally have one intensity setting. Runway Edge Lights are white, except on instrument runways where yellow replaces white on the last 2,000 feet or half the runway length, whichever is less, to form a caution zone for landings. The lights marking the ends of the runway emit red light toward the runway to indicate the end of runway to a departing aircraft and emit green outward from the runway end to indicate the threshold to landing aircraft.
Runway End Identifier Lights (REIL)	A pair of synchronized flashing lights, located laterally on each side of the runway threshold, providing rapid and positive identification of the approach end of a runway.
Runway Protection Zone (RPZ)	An area off the runway end to enhance the protection of people and property on the ground.
Runway Safety Area (RSA)	A runway safety area (RSA) or runway end safety area (RESA) is defined as "the surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway."
Runway Visibility Range (RVR)	The instrumentally derived horizontal distance a pilot should be able to see down the runway from the approach end, based on either the sighting of high-intensity runway lights, or the visual contrast of other objects.
Runway Visibility Value (RVV)	The visibility determined for a particular runway by a transmissometer.
RVR	Runway Visibility Range
RVV	Runway Visibility Value
SAWS	Standalone Weather Sensor
SCCOG	Southeastern Connecticut Council of Governments
SDF	Simplified Directional Facility

Term – Abbreviation	Definition
*Secondary and Cumulative Impacts**	Impacts the proposed action would have on a particular resource when added to impacts on that resource due to past, present, and reasonably foreseeable actions within a defined time and geographical area.
Security Identification Display Area (SIDA)	Security Identification Display Area, or SIDA, is a special security area designated by an airport operator in the US to comply with Federal Aviation Administration (FAA) requirements directed by Federal Aviation Regulation (FAR) part 107.205. An identification system must be used in this area. Before allowing unescorted access to this area, a person must be trained and their background investigated. Normally, the flight ramp of a US commercial airport is a SIDA.
Short-Term	The first five years of an airport planning period
SHPO	State Historic Preservation Commission
SIDA	Security Identification Display Area
Small Aircraft	Small aircraft means aircraft of 12,500 pounds or less, maximum certificated takeoff weight.
*Social Impacts**	Social impacts are those associated with the relocation of any business or residence, alter surface-transportation patterns, divide or disrupt established communities, disrupt orderly planned development, or create an appreciable change in employment.
*Solid Waste**	Construction, renovation, or demolition of most airside projects produces debris (e.g., dirt, concrete, asphalt) that must be properly disposed. In addition, new or renovated terminal, cargo, or maintenance facilities may involve construction, renovation, or demolition that produces other types of solid waste (bricks, steel, wood, gypsum, glass). Therefore, airport sponsors should follow Federal, state, or local regulations that address solid waste. Doing so reduces the environmental effects of airport-related construction or operation.
SRE	Snow Removal Equipment
Standard Instrument Departure Procedures (SIDS)	Published procedures to expedite clearance delivery and to facilitate transition between takeoff and en route operations.

Term – Abbreviation	Definition
State System Plans	Each state has an aviation system plan that determines the development needed to establish a viable system of airports. The effort involves examining the interaction of the airports with the aviation service requirements, economy, population, and surface transportation of a state's geographic area. State plans are cost-effective and define an airport system that is consistent with established state goals and objectives regarding economic development, transportation, land use, and environmental matters. State plans contain about 5,000 airports, about 33 percent more than the NPIAS. Airports included in the state plans, but not in the NPIAS, are usually smaller airports that have state or regional significance, but are not considered to be of national interest.
Stopway	A defined rectangular surface beyond the end of a runway prepared or suitable for use in lieu of runway to support an airplane, without causing structural damage to the airplane, during an aborted takeoff.
Tactical Air Navigation (TACAN)	An electronic navigation system used by military aircraft, providing both distance and direction information.
TAF	Terminal Area Forecasts. For the purposes of this study, TAF refers to the forecasts prepared by the FAA for airport planning purposes and not the aviation weather report by the same term.
TASMG	1109th Theatre Aviation Sustainment Maintenance Group
Taxilane	The portion of the aircraft parking area used for access between taxiways and aircraft parking positions.
Taxiway	A taxiway is a path on an airport connecting runways with ramps, hangars, terminals and other facilities. They mostly have hard surface such as asphalt or concrete, although smaller airports sometimes use gravel or grass.
Taxiway Safety Area	A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway.
TCH	Threshold Crossing Height
Terminal Area	Depicts airspace around major airports; normally associated with Class B and Class C airspace.

Term – Abbreviation	Definition
Terminal Area Forecasts (TAF)	The official forecast of aviation activity at FAA facilities. These forecasts are prepared to meet the budget and planning needs of FAA and provide information for use by state and local authorities, the aviation industry, and the public.
Terminal Procedures	See Instrument Approach Procedure
*Threatened and Endangered Species**	To satisfy the Endangered Species Act of 1973, the Federal Aviation Administration (FAA) must determine if a proposed action under its purview would affect a Federally-listed species or habitat critical to that species (critical habitat). For purposes of this Chapter, the following definitions apply: Major construction activity; Endangered species; Threatened species; Candidate species; and, Critical habitat.
Threshold	The beginning of that portion of the runway available for landing. In some instances, the landing threshold may be displaced. See also Displaced Threshold.
Threshold Lights	Threshold lights mark the ends of the runway emit red light toward the runway to indicate the end of runway to a departing aircraft and emit green outward from the runway end to indicate the threshold to landing aircraft.
Title 14 of the Code of Federal Regulations (14 CFR)	The federal aviation regulations governing the operation of aircraft, airways, and airmen.
Towered Airport	A control tower, or more specifically an air traffic control tower, is the name of the airport building from which the air traffic control unit controls the movement of aircraft on and around the airport. Most of the world's airports are non-towered — only a minority of airports has enough traffic to justify a control tower.
Traffic Pattern	Traffic pattern means the traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from, an airport.
TRB	Transportation Research Board
TSA	Taxiway Safety Area or Transportation Security Administration.

Term – Abbreviation	Definition
Turbofan	A turbofan is a type of jet engine, similar to a turbojet. It essentially consists of a ducted fan with a smaller diameter turbojet engine mounted behind it that powers the fan. Part of the airstream from the ducted fan passes through the turbojet, where it is burnt to power the fan. But part, usually the majority, of the flow bypasses it, and doing this produces thrust more efficiently.
Turbojet	A turbofan is a type of jet engine, similar to a turbojet. It essentially consists of a ducted fan with a smaller diameter turbojet engine mounted behind it that powers the fan. Part of the airstream from the ducted fan passes through the turbojet, where it is burnt to power the fan. But part, usually the majority, of the flow bypasses it, and doing this produces thrust more efficiently.
Uncontrolled Airspace	Airspace within which ATC service is not provided.
*USDOT § 4(f)**	Section 4(f) of the Department of Transportation Act requires the Secretary of Transportation investigate all alternatives before impacting any publicly owned lands designated as public parks, recreation areas, wildlife or waterfowl refuges of national, state, or local significance, or land having national, state, or local historical significance.
VAGL	Visual Approach Guidance Lights
VASI	Visual Approach Slope Indicator
Very High Frequency (VHF)	A band of radio frequencies falling between 30 and 300 MHz
Very High Frequency Omni-Direction Range (VOR)	VHF Omni-directional Radio Range is a type of radio navigation system for aircraft. VORs broadcast a VHF radio composite signal including the station's Morse code identifier (and sometimes a voice identifier), and data that allows the airborne receiving equipment to derive a magnetic bearing from the station to the aircraft (direction from the VOR station in relation to the Earth's magnetic North at the time of installation). VOR stations in areas of magnetic compass unreliability are oriented with respect to True North. This line of position is called the "radial" in VOR. The intersection of two radials from different VOR stations on a chart allows for a "fix" or approximate position of the aircraft.

Term – Abbreviation	Definition
Very Light Jet (VLJ)	A very light jet (VLJ), previously known as a micro jet, is, by convention, a small jet aircraft approved for single-pilot operation, seating 4-8 people, with a maximum take-off weight of under 10,000 pounds (4,540 kg). They are lighter than what is commonly termed business jets and are frequently used as air taxis.
VFR	Visual Flight Rules
VGSI	Visual Glideslope Indicators (VGSI) is a system of lights so arranged to provide visual descent guidance information during the approach to a runway. There are several VGSI systems; the most common are VASI and its replacement PAPI.
VHF	Very High Frequency
VHF Omni-directional Radio Range (VOR)	A type of radio navigation system for aircraft. VORs broadcast a VHF radio composite signal including the station's Morse code identifier (and sometimes a voice identifier), and data that allows the airborne receiving equipment to derive a magnetic bearing from the station to the aircraft (direction from the VOR station in relation to the Earth's magnetic North at the time of installation). VOR stations in areas of magnetic compass unreliability are oriented with respect to True North. This line of position is called the "radial" in VOR. The intersection of two radials from different VOR stations on a chart allows for a "fix" or approximate position of the aircraft.
Victor Airways	Airways based on a centerline that extends from one VOR or VORTAC navigation aid or intersection, to another navigation aid (or through several navigation aids or intersections); used to establish a known route for en route procedures between terminal areas.
VIS	Visibility
Visual Approach	An approach based on the pilot's perception of the correct alignment with the runway centerline and glideslope with no reference to navigational equipment.
Visual Approach Slope Indicator (VASI)	A visual aid of lights arranged to provide descent guidance information during the approach to the runway. A pilot on the correct glide slope will see red lights over white lights. See PAPI.

Term – Abbreviation	Definition
Visual Descent Point (VDP)	A defined point on the final approach course of a nonprecision straight-in approach procedure, from which normal descent from the MDA to the runway touchdown point may be commenced, provided the runway environment is clearly visible to the pilot.
Visual Flight Rules (VFR)	Flight rules adopted by the FAA governing aircraft flight using visual references. VFR operations specify the amount of ceiling and the visibility the pilot must have in order to operate according to these rules. When the weather conditions are such that the pilot cannot operate according to VFR, he or she must use instrument flight rules (IFR).
Visual Meteorological Conditions (VMC)	Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling meeting or exceeding the minimums specified for VFR.
Visual Runway	A runway without an existing or planned straight-in instrument approach procedure.
VLJ	Very Light Jet
VMC	Visual Meteorological Conditions
VNAV	Vertical Navigation
VOR	Very High Frequency Omni-Direction Range
VOR Approach	A non-precision instrument approach utilizing the VOR system
VORTAC	A facility consisting of two components, VOR and TACAN, which provides three individual services: VOR azimuth, TACAN azimuth, and TACAN distance (DME) at one site.
WAAS	Wide Area Augmentation System
*Water Quality**	Construction often causes sediment-laden runoff to enter waterways. Biological and chemical breakdown of deicing chemicals in airport runoff can cause severe dissolved oxygen demands on receiving waters. Operations or maintenance are other activities that may affect water quality. Airport-related water quality impacts can occur from both point and non-point sources at airports. If not properly controlled, the resultant water quality impacts may adversely affect animal, plant, or human populations.

Term – Abbreviation	Definition
*Wetlands**	Executive Order 11990, Protection of Wetlands, sets the standard for a Federal agency action involving any wetland. The U.S. Department of Transportation (DOT) developed and issued DOT Order 5660.1A, Preservation of the Nation's Wetlands to provide more guidance to DOT agencies regarding their actions in wetlands. The DOT Order governs the Federal Aviation Administration's (FAA's) actions.
Wide Area Augmentation System (WAAS)	A differential global positioning system (DGPS) that improves the accuracy of the system by determining position error from the GPS satellites, then transmitting the error, or corrective factors, to the airborne GPS receiver.
*Wild & Scenic Rivers**	Those rivers having remarkable scenic, recreational, geologic, fish, wildlife, historic, or cultural values. Federal land management agencies in the Departments of the Interior and Agriculture manage the Wild and Scenic Rivers Act (Act).

* An environmental impact category listed in FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.*